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DOCTRINE AND PROCEDURES FOR
AIRSPACE CONTROL IN THE COMBAT ZONE

FORWARD

This document provides the agreed upon joint doctrine and procedures for airspace control in the combat zone. It is published for the guidance of all concerned.


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Aerospace Doctrine

DOCTRINE AND PROCEDURES FOR AIRSPACE CONTROL IN THE COMBAT ZONE

This publication prescribes doctrine and procedures governing the activities of the Armed Forces of the United States engaged in planning for and conducting airspace control in the combat zone.

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Chapter 1 INTRODUCTION

1-1. Purpose. The purpose of this publication is to prescribe doctrine and procedures governing the activities of the Armed Forces of the United States engaged in planning for and conducting airspace control in the combat zone.

1-2. Basis. This publication has been developed in accordance with the JCS approved concept of providing airspace control over the combat zone, Unified Action Armed Forces (UNAAF), JCS Pub 2, and Doctrine for Air Defense From Oversea Land Areas, JCS Pub 8. This publication will be reviewed periodically and revised, as appropriate, to incorporate doctrinal or procedural change brought about by improvements in control systems and technology, and by other dynamic factors.

1-3. Scope and Application. The doctrine set forth herein is relatively broad in nature and is designed for the guidance of US forces involved in the use of airspace over the combat zone, except that provisions governing the use of airspace within an amphibious objective area will be as specified in the Doctrine for Amphibious Operations, NWP-22 (B)/LFM-01/FM 31-11/AFM 2-53. The doctrine and procedures set forth herein are not intended to delimit the authority and responsibility of commanders over their organic resources but rather to enhance joint operations. Commanders of joint forces may modify procedures contained herein to accommodate host country or allied forces' airspace control capabilities and requirements. (In this publication, the term "joint force" refers to unified commands, subordinate unified commands and joint task forces, as appropriate).

1-4. Explanation of Terms:

a. **Airspace Control.** A service provided within the combat zone to contribute to the maximization of combat effectiveness by promoting the safe, efficient, and flexible use of airspace. Airspace control is provided in order to permit flexibility of actions in controlled airspace, while authority to approve,

disapprove, or deny combat operations is vested only in the Joint Force Commander.

b. **Airspace Control Area.** Airspace which is laterally defined by the boundaries of a joint force area of operations. The airspace control area may be subdivided into airspace control sectors.

c. **Airspace Control Authority.** A Service component commander, designated by the Joint Force Commander to plan and coordinate airspace control matters with responsibility for the operation of the airspace control system in the Airspace Control Area.

d. **Airspace Control Boundary.** The lateral limits of an airspace control area, airspace control sector, HIDACZ or airspace restriction.

e. **Airspace Control Facility.** Any of the several Service component facilities which provide airspace control in the combat zone.

f. **Airspace Control Sector.** A subdivision of the Airspace Control Area, designated by the Airspace Control Authority in consideration of Service component airspace control capabilities and requirements.

g. **Airspace Control System.** A system consisting of the organization, personnel, facilities, policies and procedures required to prevent collisions between aircraft, aircraft and obstructions to flight, and aircraft and surface launched weapons; and to contribute to the maximizing of combat effectiveness by promoting the safe, efficient, and flexible use of airspace.

h. **Airspace Restricted Area.** Airspace of defined dimensions, designated by the Airspace Control Authority, in response to specific operational situations/requirements within which the flight of aircraft is restricted in accordance with certain specified conditions.

i. **Airspace Restrictions.** Special restrictive measures applied to segments of airspace of defined dimensions.

j. **Air Traffic Control Service.** A service provided for the purpose of preventing collisions between aircraft, and between aircraft

and obstructions, and expediting and maintaining an orderly flow of air traffic (JCS Pub 1).

k. Air Traffic Identification. The use of electronic devices, operational procedures, visual observation, and/or flight plan correlation for the purpose of identifying and locating aircraft flying within the Airspace Control Area.

l. Area Airspace Control Facility. A facility directly responsive to the Airspace Control Authority with appropriate representation from Service components of the Unified Command, Sub-Unified Command and Joint Task Force, as appropriate.

m. Block Altitudes. Levels above mean sea level which delineate the vertical limits of a segment of airspace.

n. Combat Zone. That area required by combat forces for the conduct of operations (JCS Pub 1).

o. Controlled Airspace. An airspace of defined dimensions within which air traffic control service is provided (JCS Pub 1).

p. Coordinating Authority. A commander or individual assigned responsibility for coordinating specific functions or activities involving forces of two or more Services, or two or more forces of the same Service. He has the authority to require consultation between the agencies involved, but does not have the authority to compel agreement. In the event he is unable to obtain essential agreement, he shall refer the matter to the appointing authority (JCS Pub 1).

q. Flight Following. A procedural method for controlling aircraft in the airspace whereby the progress of an aircraft is determined by pilot position reports.

r. High Density Airspace Control Zone. (HIDACZ) Airspace of defined dimensions, designated by the Airspace Control Authority, in which there is a concentrated employment of numerous and varied weapons.

s. Joint Force. A general term applied to a force which is composed of significant elements of the Army, the Navy or the Marine Corps, and the Air Force, or two or more of these Services, operating under a single commander authorized to exercise unified command or operational control over such joint forces (JCS Pub 1).

t. Monitoring Service. The general surveillance of known air traffic by reference to radar scope presentation or other means to pass advisory information concerning con-

flicting traffic, or to provide navigational assistance. Monitoring service does not include direct supervision or control of air traffic, nor does it provide positive air traffic separation.

u. Positive Control. The operation of air traffic in a radar/nonradar ground control environment in which positive identification, tracking and direction of aircraft within an airspace is conducted by an agency having the authority and responsibility therein (JCS Pub 1).

v. Radar Control. The operation of air traffic in a radar environment in which heading, altitude and airspeed of the aircraft is directed by the control facility and radar separation from other traffic is provided.

w. Service Component. The grouping within a joint force of the forces of a particular Service under the command of an officer of that Service. (USMC forces will be considered as a uniservice force/component consistent with the Joint Force mission.)

x. Service Component Commander. The officer designated to command the forces of his Service which are assigned to the Joint Force.

y. Tactical Area of Responsibility. A defined area of land for which responsibility is specifically assigned to the commander of the area as a measure for control of assigned forces and coordination of support. Commonly referred to as TAOR (JCS Pub 1).

1-5. Fundamental Considerations. As a fundamental consideration, the primary objective of airspace control is to maximize the effectiveness of combat operations by promoting the safe, efficient, and flexible use of airspace in the combat zone. Effective airspace control should permit combat operations to be conducted without adding undue restrictions and with minimal adverse impact on the capabilities of any Service component. Other fundamental considerations which underlie the doctrine expressed in this publication are:

a. The need for each Service component within a joint force to operate aerial vehicles and/or weapons systems within the airspace over the combat zone in performance of its assigned mission.

b. The need for each Service component to use the airspace with maximum freedom consistent with the degree of risk that is considered operationally acceptable to the Joint Force Commander.

c. The need for airspace control to be per-

formed in congruence with air defense activities.

d. The need for the combat zone airspace control system to be responsive to the requirements of the individual Service components of a joint force.

e. The need for close coordination between ground force operations, supporting fires, supporting air operations, and airspace control activities.

f. The need to accommodate US, host country, and allied airspace control activities within the airspace control system.

g. The continuing need for responsive surface-to-surface fire support missions.

h. The extremely short response time available for air defense operations as a result of inherent flight characteristics of modern offensive aircraft and missiles.

i. The need for air traffic control service responsiveness to both low and high speed aircraft operations.

j. The saturation levels and limitations of airspace control facilities and their associated communications networks.

k. Temporary restrictive measures on the use of airspace which may be employed to accommodate the operations of Service component forces.

1. The rapidity with which combat operations can be generated, relocated, or discontinued within the combat zone.

m. The need to rapidly concentrate air operations and ground combat support operations in a specific portion of airspace.

n. The need for procedures that are sufficiently flexible to maximize the various capabilities for precise navigation, sensor utilization and weapons employment that exist in different types of aircraft.

1-6. Basic Principles.

a. The combat zone airspace control system

is planned and coordinated by the Airspace Control Authority who is responsible to the Joint Force Commander for its operation.

b. Air traffic control service, air defense and fire support operations require compatible and mutually supporting procedures and terminology.

c. The airspace control facilities, equipment, and communications employed by the Service components in the combat zone require compatibility and interface/interoperability with each other and with air defense control facilities, equipment, and communications.

d. Coordinated detailed planning is required to insure that such factors as frequency and polarity compatibility of electronic equipment are considered.

e. Close liaison and coordination are required between all Service components utilizing airspace to insure mutual understanding and an unimpeded flow of essential information concerning the use of airspace.

f. Complete, reliable, and compatible communications networks with sufficient priority to insure uninterrupted services are indispensable to the successful functioning of a combat zone airspace control system.

g. Maximum use should be made of radar and other electronic means, for air traffic control service and identification where practicable.

h. The principles governing the function and responsibility of the Airspace Control Authority do not change or modify the authority of the Unified, Sub-Unified or Joint Task Force Commander, as appropriate, to resolve conflicts between Service component commanders and between Service component commanders and the Airspace Control Authority.

Chapter 2

AIRSPACE CONTROL ORGANIZATION AND RESPONSIBILITIES

2-1. General:

a. Consistent with the provisions of JCS Pub 2 (UNAAF), commanders of joint forces organize their resources for the most effective accomplishment of their assigned missions. The organizational forms selected may, of necessity, vary among overseas joint force commands and, as a consequence, the organizational arrangements for providing airspace control may also vary.

b. The organizational arrangements for providing airspace control described in this chapter apply to joint force commands in combat zones. Where circumstances dictate, appropriate modification may be prescribed by the Joint Force Commander. Such modified arrangements will be consistent with UNAAF and other applicable JCS publications, and embody the principles described herein.

2-2. Organization:

a. Airspace Control Area. An airspace control area is the basic geographical element of an airspace control system. Airspace control within an airspace control area will normally be provided by the Airspace Control Authority as an integrated system operation. The Airspace Control Authority will plan and coordinate airspace operations using appropriate facilities of Service component commanders capable of effecting airspace control. The Airspace Control Authority will have the necessary personnel, staff and equipment for the required service. Representation from appropriate Service components, as required, will be provided to the Airspace Control Authority.

b. Airspace Control Sector. An airspace control sector is a sub-element of the Airspace Control Area. The number of such sectors may vary, depending upon capabilities and requirements of Service components, combat situation, geographical factors, and the complexities of airspace control and air defense requirements.

c. High Density Airspace Control Zone. When the level and intensity of operations involving the use of airspace dictate the need

for special airspace control measures to prevent or minimize interference between users of the airspace, a HIDACZ may be established. When appropriate, airspace involving the concentrated employment of numerous and varied weapons will be designated a HIDACZ of defined dimensions wherein special airspace control measures for high density airspace use are to be implemented. The number of such zones may vary depending upon the combat situation and the complexities of air traffic control in conjunction with fire support coordination.

d. Temporary Airspace Restrictions. Temporary restrictions may be imposed on segments of airspace of defined dimensions in response to specific situations and requirements (e.g., SAR, air refueling areas, artillery/mortar/naval gunfire support, concentrated interdiction areas, areas in which the Area Air Defense Commander has declared "weapons free," etc.).

2-3. Responsibilities:

a. Joint Force Commander. The Joint Force Commander will provide the general priorities to be applied in the use of airspace, with due regard for the requirements of all users. He will assign overall responsibility for airspace control over the combat zone to a Service component commander who will be designated as the Airspace Control Authority. Normally this will be the Air Force Component Commander. In certain circumstances, in consideration of such factors as combat air assets, primary mission and requisite airspace control capabilities, another Service component commander may be designated the Airspace Control Authority.

b. Airspace Control Authority. The Airspace Control Authority, designated by the Joint Force Commander, will be responsible for the overall planning and operation of the combat zone airspace control system.

(1) During the planning phase, the Airspace Control Authority will act as the coordinating authority for the establishment of the combat zone airspace control system.

In coordination with Service component commanders he will:

(a) Plan and establish a combat zone airspace control system responsive to the needs of the Joint Force Commander.

(b) Develop coordinating policies and regulating procedures necessary to effect unity and standardization in the airspace control area.

(c) Determine the requirements for designation of HIDACZ(s).

(d) Designate airspace control sector(s), HIDACZ(s), and temporary airspace restricted area(s).

(e) Have approval authority on requests for the establishment of HIDACZ(s), airspace restricted area(s), and temporary airspace restriction(s).

(f) Develop the Area Airspace Control Plan and will promulgate instructions for providing airspace control in designated HIDACZ(s), airspace restricted area(s), temporary airspace restriction(s), etc.

(2) Subject to the authority of the Joint Force Commander, the Airspace Control Authority will be responsible for the operation of the combat zone airspace control system. During operation of the system he will be responsible for:

(a) Promoting the safe, efficient, and flexible use of the airspace within the combat zone.

(b) Development of exercise plans designated to test system integration and performance.

(c) Evaluation of system integration and performance.

(d) Promulgation of system evaluation reports to the Joint Force Commander and Service component commanders. (Deficiencies will be corrected by the cognizant Service component commander in a timely manner.)

(e) Redesignation or modification, as required by the tactical situation, in consideration of affected commanders' requirements, of airspace control sectors, HIDACZ(s), and temporary airspace restricted area(s).

(f) Reporting unauthorized deviations of established operating procedures to the applicable Service component commander for action.

(g) Establishment of terminal control zone, airport traffic control areas with assur-

ance that enroute navigational aids and airport approach facilities are certified.

(h) Integration and coordination of the Joint Force airspace control system with any existing civil, national or international air traffic control system.

(i) Authorizing deviations from established policies and procedures, when urgent or emergency combat situations necessitate such action. In these exceptional situations, the Joint Force Commander and affected Service component commanders will be advised as soon as practicable.

(3) When the exigencies of a contingency situation necessitate the rapid deployment and employment of forces for which there are no approved contingency or airspace control system plans, the Airspace Control Authority, when directed by the Joint Force Commander, will establish a temporary airspace control system responsive to immediate tactical requirements. As soon as practicable, the planning and coordination requirements of paragraph 2-3b (1) will be implemented, as necessary, to provide modification or adjustment of the system to meet requirements of all Service components employed in the Joint Force.

c. Service Component Commanders. Subject to the authority of the Joint Force Commander, each Service component commander within a joint force has responsibilities for the following:

(1) Tactical employment, internal administration, etc., of his own forces as prescribed in UNAAF, JCS Pub 2.

(2) Employment of air defense weapons systems in accordance with the Doctrine for Air Defense From Oversea Land Areas (JCS Pub 8) and the broad policies and procedures established by the Area Air Defense Commander.

(3) Coordinating the employment of his forces with other Service components as required by the tactical situation. Maximum coordination between Service components for airspace control may be facilitated through collocation of key air traffic control, air defense, and fire support coordination agencies. Where this is not practicable, such facilities will be connected with appropriate communications, and liaison personnel should be exchanged. Coordination is especially important during the planning phase and must be accomplished in order to obtain the optimum

placement of Service component resources and control elements to provide air surveillance and the operational coordination necessary to assure a mutually supporting commitment of forces.

(4) Providing airspace control in designated airspace control sectors in accordance with policies and procedures established by the Airspace Control Authority.

(5) Forward requests for establishment of HIDACZ(s), airspace restricted area(s), temporary airspace restriction(s), etc., to the Airspace Control Authority. (The Airspace Control Authority will review, coordinate with Service component(s), as appropriate, and approve such requirements in accordance with procedures in the Area Airspace Control Plan.)

(6) Development of detailed airspace control instructions and plans, in accordance with policies and procedures established by the Airspace Control Authority, for providing airspace control in designated HIDACZ(s), airspace restricted area(s), temporary airspace restriction(s), etc. (The detailed airspace control instructions and plans require approval by the Airspace Control Authority for implementation and integration into the overall Area Airspace Control Plan for the combat zone airspace control system.)

(7) Providing necessary facilities and personnel for airspace control functions in designated airspace control sectors and HIDACZ(s).

(8) Providing representation to the Airspace Control Authority and Service component airspace control facilities, as required.

(9) Establishing and maintaining an interface with the Airspace Control Authority

for coordination of airspace control matters.

(10) Training of personnel in aircraft recognition with emphasis on aircraft employed in the combat zone.

(11) The Navy Component Commander, in coordination with the Airspace Control Authority, will establish ship air traffic control zones. He will also insure that ship navigational aids and approach facilities are maintained in accordance with prescribed service criteria.

2-4. Continuity of Operations. To assure continuity in providing airspace control in a degraded environment, the Airspace Control Authority will establish procedures to facilitate assumption, if necessary, of responsibility for airspace control in affected areas by designated Service component facilities.

2-5. Assignment of Airspace For Specified Missions. The Airspace Control Authority, through a joint air operations arrangement for the Joint Force Commander, may assign airspace to a Service component commander for the purpose of accomplishing a specified mission. In this situation, the Airspace Control Authority may temporarily designate that Service component commander as Airspace Control Authority for that airspace, who will coordinate with the joint force Airspace Control Authority to insure:

a. Unity of effort and to minimize interference along adjacent boundaries.

b. Agreement on procedures for coordination of flight information, clearance of aircraft to enter and depart the adjoining airspace and the corresponding coordination of air-space control services.

Chapter 3

AIRSPACE CONTROL PROCEDURAL CONSIDERATIONS

3-1. General. Service component airspace control facilities will be interfaced and linked with communications to form a combat zone airspace control system designed to provide for the safe, efficient use of airspace throughout the combat zone, while permitting maximum flexibility in the employment of weapons. Airspace control procedures, common to all users of the airspace, are necessary to insure unity and standardization of the airspace control effort.

3-2. Basic Procedural Considerations:

a. Airspace control facilities require capabilities to provide air traffic control service and identification, and for the coordination of the use of airspace.

b. Positive control of air traffic is basic to the functions of air traffic control service and identification and requires that necessary air traffic data be available to appropriate airspace control facilities. To that end, procedures are necessary to insure prompt receipt and dissemination of flight plan and air traffic data.

c. Air traffic control service and identification functions are more readily and effectively accomplished under the concept of positive radar control. To the extent possible, airspace control facilities and procedures should be established to fulfill the objective of positive radar control of air traffic.

d. Recognizing that the combat situation, as well as environmental and equipment factors, may preclude positive control of all air traffic in a combat zone, appropriate procedural means for effective airspace control will be necessary especially with regard to HIDACZ(s).

e. Federal Aviation Administration (FAA) procedures should be used as a basis for devising air traffic control procedures. If the application of these procedures does not permit sufficient responsiveness to mission requirements, reduced separation standards may be used in accordance with policies and procedures established by the Airspace Control Authority in consideration of the degree

of risk deemed acceptable by the Joint Force Commander.

f. Airspace control procedures in the combat zone must be sufficiently flexible and responsive to accommodate not only planned operations but immediate operations which generate unforeseen requirements for use of airspace on a quick response basis.

g. Airspace control sector(s) and HIDACZ(s) are designated/redesignated in consideration of affected Service component commander's airspace control capabilities and/or airspace use requirements, as appropriate, after coordination with the Area Air Defense Commander and other affected Service component commanders.

h. Conflicts in requirements for HIDACZ(s) and temporary airspace restricted area(s) that cannot be resolved by the Airspace Control Authority and appropriate Service component commanders will be referred to the Joint Force Commander.

3-3. Airspace Control and Air Defense Operations:

a. The need to correlate friendly air traffic with air defense weapons employment in the combat zone requires the airspace control function to be performed in close conformity with air defense operations.

b. To insure timely engagement of enemy aircraft, conservation of air defense resources, and reduction in risk to friendly forces, the air traffic identification requirements for airspace control must be compatible with air defense identification requirements.

c. The Airspace Control Authority will establish procedures, when required, to include host country or allied forces' airspace control capabilities and requirements in the overall airspace control environment. Formal agreement between US, host country, and allied forces, when required, will be negotiated by appropriate national agencies.

3-4. Flight Condition Considerations:

a. Aircraft movement within a combat zone may be conducted under instrument or visual

flight conditions. The Airspace Control Authority will prescribe airspace control procedures, standardized to the extent possible for the airspace control area, for both instrument and visual flight conditions.

b. The Joint Force Commander, based on recommendations from Service component commanders, will establish minimum criteria for the Joint Force by which fixed and rotary wing aircraft must operate under instrument flight rules (IFR). Service component commanders may establish higher instrument flight condition minimums as necessary for their forces.

c. When instrument flight conditions prevail and tactical operations of an emergency nature must be conducted on an immediate basis, terminal radar facilities may be used to provide enroute traffic separation until such time as air traffic control service can be assumed by an enroute airspace control facility. The appropriate enroute airspace control facility will be notified of such operations by the most expeditious means available.

d. When air operations are conducted in visual flight conditions, responsibility for air traffic separation is vested in the aircrews. This does not relieve aircrews from requirements to maintain communications with appropriate airspace control facilities. Monitoring service and/or navigational assistance may be required from and provided by an appropriate airspace control facility.

3-5. Airspace Control in a High Density Airspace Control Zone (HIDACZ):

a. The intensity of military operations on a HIDACZ requires clearly defined airspace control procedures and techniques to insure maximum freedom of operations while preventing or minimizing interference between friendly forces. The employment of aircraft, artillery/mortar/naval gunfire, local air defense weapons and surface-to-surface missiles may result in high density use of airspace which would require special airspace control measures to prevent or minimize interference. Commanders will inform the Airspace Control Authority, through the appropriate airspace control facility, of their requirements for a HIDACZ. The statement of requirements will include the location and the lateral and vertical limits of the affected airspace. The Airspace Control Authority will coordinate requirements for HIDACZ(s) with appropriate Service component commanders. In the determination of these requirements

due consideration will be given to the intended use of the affected airspace by Service component commanders. When required, the affected airspace will be designated a HIDACZ, wherein the appropriate commander will effect airspace control in accordance with policies and procedures established by the Airspace Control Authority.

b. The airspace, or a portion thereof, overlying a ground tactical area of responsibility is particularly subject to high density use and, when appropriate, may be designated a HIDACZ with lateral and vertical limits precisely defined. Such HIDACZ(s) will normally remain in effect for a period sufficient to accommodate high density airspace use requirements generated during sustained combat.

c. Where possible, the boundaries of a HIDACZ should be defined in relation to appropriate geographical landmarks and navigational aids or fixes in order to facilitate location and identification during flight.

d. In order to provide a full spectrum of airspace control in a HIDACZ, planning for airspace control in these zones will normally take into full account the coordinated use of all available airspace control capabilities both within and external to the HIDACZ. As a minimum, the airspace control plan for a HIDACZ should provide for:

- (1) Safe passage procedures.
- (2) Arrangements for IFR air traffic control service
- (3) The expeditious movement of aircraft into a HIDACZ. (This should include direct handover, where possible, from the enroute airspace control facility to the tactical air control of air traffic control element, as appropriate, within the zone.)
- (4) Handover procedures for aircraft movements from a HIDACZ to include direct handover, where possible, from the tactical air control or air traffic control element to the enroute airspace control facility.
- (5) Coordination of fire support to include restrictive fire plans, as required.

3-6. Temporary Airspace Restricted Areas:

a. In response to specific situations and requirements (e.g., SAR, artillery/mortar/naval gunfire support, aerial refueling, concentrated interdiction areas, areas in which the Area Air Defense Command has declared "weapons free," etc.) temporary airspace restricted area(s) may be designated by the Airspace Control Authority. Commanders

will inform the Airspace Control Authority, through the appropriate airspace control facility, of their requirements for such temporary airspace restricted area(s). The statement of requirements will include the location, lateral and vertical limits of the affected airspace, and the time period during which the airspace restriction will apply. The Airspace Control Authority will coordinate requirements for temporary airspace restricted area(s) and consider the impact of such restrictions on other airspace users.

3-7. Priority Requirements. Procedures relating to temporary airspace restricted area(s) and HIDACZ(s) will contain provisions for pre-emption of, or modification in, the use of the affected airspace by the Airspace Control Authority in order to accommodate priority requirements of the Joint Force Commander on a timely basis. Coordination of priority airspace requirements with appropriate airspace control facilities is essential to prevent unnecessary disruption of other activities.

3-8. Identification Requirements:

a. Identification of friendly aircraft is necessary to insure effective airspace control. Rapid, reliable, and secure means of identification is a desired objective. Normally, electronic methods will provide the most rapid and reliable means of identification and thus will facilitate aircraft employment in a combat zone. Therefore, electronic methods of

identification should be used when available. When continuous electronic monitoring and identification are not practicable, visual or procedural means of identification will be used.

b. Air traffic identification requirements will be compatible with air defense identification requirements.

3-9. Coordination Between Airspace Control Authorities of Unified Commands. The Airspace Control Authority of each unified command will coordinate with other unified commands on inter-theater airspace control matters to:

a. Enhance operational interface of the airspace control system between unified commands.

b. Minimize mutual interference and insure unity of effort along adjacent unified command boundaries.

3-10. Coordination Between Subunified Command and Joint Task Force Airspace Control Authorities. Airspace control authorities at the subordinate unified command and joint task force levels will coordinate on intratheater airspace control matters to insure:

a. Unity of effort and to minimize interference along adjacent boundaries.

b. Agreement on procedures for coordination of flight information, clearance of aircraft to enter and depart the adjoining airspace and the corresponding coordination of airspace control services.

BY ORDER OF THE SECRETARIES OF THE AIR FORCE, THE ARMY, AND THE NAVY

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